

## INFORMATION REPORT

CD NO.

25X1A

COUNTRY East Germany

DATE DISTR. 6 February 1953

SUBJECT Rail Freight Traffic through East German  
Border Crossing Points

NO. OF PAGES 3

25X1C  
PLACE ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

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SUPPLEMENT TO  
REPORT NO. [REDACTED]

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[REDACTED] the following rail shipments passed through the border stations mentioned, in the directions indicated, during the period from 30 November through 5 December 1952:

Border Crossing Point	Date	Westbound		Eastbound	
		Number of Cars Loaded	Empty	Number of Cars Loaded	Empty
Scheune	30 November	3	32	59	0
	1 December	0	18	30	0
	2 "	0	57	49	0
	3 "	2	16	59	0
	4 "	0	48	41	0
	5 "	0	16	33	0
Kuestrin	30 November	34	199	86	0
	1 December	0	81	147	0
	2 "	7	107	102	0
	3 "	0	63	103	0
	4 "	29	268	165	0
	5 "	14	105	98	0
Frankfurt/Oder	30 November	409	196	157	55
	1 December	313	42	354	98
	2 "	202	51	217	160
	3 "	418	66	352	194
	4 "	297	103	261	165
	5 "	350	53	304	61

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Gulen	30 November	141	0	0	124
	1 December	136	33	50	123
	2 "	176	27	46	30
	3 "	130	31	44	130
	4 "	212	17	0	102
	5 "	139	14	43	125
Forst	30 November	301	2	5	221
	1 December	393	2	1	212
	2 "	268	1	2	211
	3 "	259	1	1	234
	4 "	184	32	29	249
	5 "	312	0	5	269
Horka	30 November	369	33	19	274
	1 December	374	19	30	323
	2 "	279	47	12	205
	3 "	375	48	8	135
	4 "	321	35	29	190
	5 "	351	32	16	248
Hirschfelde	No traffic				
Bad Schandau	30 November	103	92	176	126
	1 December	407	137	235	213
	2 "	520	77	307	138
	3 "	357	133	200	173
	4 "	343	131	309	161
	5 "	333	72	314	189
Bad Brambach	30 November	130	7	24	?
	1 December	33	22	7	10
	2 "	16	2	2	22
	3 "	68	0	7	134
	4 "	55	2	7	49
	5 "	26	1	7	60
Ubersbach	30 November	0	3	0	4
	1 December	0	1	0	4
	2 "	0	0	0	3
	3 "	0	0	0	6
	4 "	1	2	0	1
	5 "	0	1	0	2
Karmnende for Denmark	30 November	26	2	20	7
	1 December	7	0	0	8
	2 "	23	0	0	9
	3 "	0	0	0	5
	4 "	16	0	0	5
	5 "	34	0	15	16

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Wernemuende	10 November	14	19	29	1
for Sweden	1 December	9	23	28	4
	2 "	15	0	9	6
	3 "	11	18	22	13
	4 "	13	14	31	0
	5 "	17	12	26	13

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1. [redacted] Comment. As compared with the last reported period, rail freight traffic in both directions increased slightly through Guben while it decreased slightly through Bad Schandau. Eastbound traffic through Scheune continued to rise while it dropped slightly through Kuestrin and, to a larger extent, through Horka. Westbound traffic through Kuestrin increased largely whereas it declined somewhat through Forst.

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